

tra... or only a perculator, we hope yet to dis-

frauds would unite in an effort to detect and punish their authors, they would evince more honesty and betray less hypocritical malignity.

"THE WOMEN'S PETITION."

Before this most atrocious rebellion culminated in civil war, we were in favor of offering moderate and reasonable gratuity to the Border Slave States on condition that they would—either immediately or prospectively—rid themselves of Slavery; though we hold that it would be quite as proper and just to pay a man for consenting to be cured of gonorrhea, or syphilis, or

as to pay a State for abolishing Slavery. Now that the War has been forced upon us, we are opposed to any movement of the kind—to any avoidable movement that may distract or divide the upholders of the Union, many of whom are immovably opposed to any outside interference with the domestic concerns of any community. We give place to our correspondent's letter, which will be found on another page, but protest against its purport. Let the Women busy themselves in clothing the soldiers who fight for the Union.

NO MORE COMPROMISES.

To the Editor of The N. Y. Tribune.

SIR: The knowledge that the Stars and Stripes have been polluted by traitorous hands has called forth a shout of love for that old flag which antedates as far as it is heard. Never before had history the pleasing task of recording such a spontaneous outburst of loyal

André Gide

with one hearted shout an outpouring of gold to sustain them. Indeed, such is the patriotic rash, that thousands are actually begging to be enrolled under the banner they hold. Not one star are they willing should be obliterated from its folds, and they eagerly offer their lives for its protection.

This is no boyish loyalty, but the firm resolve of men determined to meet and put down rebellion on such a determination only requires the action and rightly-directed cooperation of those in authority to be effective. Never before were men and means so lavishly offered to any government, and the people rejoice that they be accepted. With the honest, party and political distinctions are forgotten, and their greatest desire is to see the most unguaranteed treason crushed, and the traitors punished. Let such feelings, ardent and holy as they are, may be stifled. A heavy responsibility rests upon those in power, and upon them depends the fate of the country. Wavering in this place begets doubt and defection, and when duty is perfectly plain, it is criminal to shrink from it. On this point there are grave soldiers as well as civilians, but, there are a long and tedious delays, at which recruits are bitterly repining. Inefficient officers are given commands, and retained in position after their inefficiency is fully proven. Others, who would have been open traitors to the Government, had been officers, are given the rank of loyal men. Treason is known to exist unrebuked in many departments of our Government, and in some cases at high salaries. Rebels with blood on their hands are set at liberty without a show of punishment. Plots are now being concocted in Washington to compromise the honor and integrity of the Government. The traitors who are now or have been in this city in furtherance of the design. All this, and much more, is known to those whose duty it is to remedy it. The people also know it, and names of high officials are very frequently mentioned in frequent discussion.

Will it be strange if the ardor of honest men shall soon grow cool under such circumstances? Or will it be unnatural if, I stand of graving cooler, a new channel shall be opened for a mighty torrent? The people are dignity and honestly answered. They demand a thing, but what is right, and a long abused and suffering people will not always be controlled by a petty vein of "red tape." If their present rulers are inefficient, either for political, or pecuniary, or traitorous purposes—in the department of the Government, the most of them—a day of reckoning will surely overtake them, and if necessary, others, fresher from the people, will take their places. Good authority teaches, "If thine eye offend thee, pluck it out."

BETHEL.

ARMY WAGONS AND TRANSPORTS.—It is wonderful to think of the resources of the States inhabited by "civilized" mechanics, and still more wonderful to think with what celerity they can provide the commandments of our army with all that is necessary in the Commensurate transportation. On the 14th of April there was no means of transportation for an army in existence. "Army wagons" were among the unknown things on the North. These useful vehicles are never kept on hand. At the close of the Mexican war the army wagons were "sold for a song"—the song of the auctioneer, and very little money. Many a Southern planter stocked his place with good wagons at less money than the wagon would now sell for in "old scrap."

We saw a lot of these wagons sold in New-Orleans at less than the amount that had been paid for freight from Boston. Unfortunately then, as now, some of these hastily-built, "Government contract" vehicles, were not worth much more than the value of old iron. The greatest error about their construction arises from a want of knowledge on the part of the officers, who order and accept them, of the great improvements that have taken place in this branch of mechanism within a few years.

In our young days, all farm wagons and carts had wooden axles, and great hubs and pipe boxes, to suit the necessary size of the modern shaft. Then came cast-iron axles to axles, and these, though an improvement upon the old hard-friktion wooden axles, soon gave place to wrought-iron and smaller pipe boxes, and now no enterprising farmer would use wooden axles. And no farmer, who knows of a still later improvement—an improvement upon all other iron axles as great as iron over wood—will now buy a new wagon that is not provided with "case-hardened axles and chilled pipe boxes," for this improvement saves nearly 30 per cent of motive power.

Some of the farmers and market-gardeners of our city say that they can do their work with two horses, working every day, upon one of these improved wagons, with greater ease than formerly with four horses, changing every day and having to keep on pain to rest day and day about. If farmers can gain so much by using the best kind of wagons, why should our army be cursed with the fashion of bygone ages? A friend of ours saw lately in Washington a wagon but a few weeks in use, drawn by four mules, which seemed to labor so hard with the empty vehicle that he was induced to inquire the opinion of the driver, who happened to be an Irish soldier man who knew whereof he spoke. He said "at the iron of the axle and boxes was so soft that it was already half worn out. It could not stand it so sharp sand of the 'screwed steel of Virginia.'" "Why, sir," said he, "if I had used a wagon as I used to drive every day to the New-York market, last year, I could do my work with two mules a great deal easier than I can now with four, and that is what I call economy. The axles and axle boxes were as hard and smooth as glass, and without grease would run as easy as these do with. I tell you what it is, if the Government would list some of the drivers buy the wagons, it would get a better set than they do now. I wouldn't have one without chilled boxes, and axle as hard as—ll, 'cause, you see, we can't always get 'em here as fast."

There is sense in these remarks, which should produce profitable results. The fast-drivers about New-York would be out of work making time in a Mexican cart as in an old style iron axle wagon. They go for "all modern improvements." Government should do the same.

Non-Arrival of the Steamer Due.
PATHE'S POINT, June 3, 1861.—S. p. m.
There are no signs of the steamer now long due of the point.
The Jura arrived down at 10:30 last night.
Weather, cloudy. Light northwest wind.

Prince Alfred.
MONTREAL, June 30, 1861.
Prince Alfred left for Quebec yesterday afternoon.